

ALASKA LEGISLATURE COMMITTEE FILES 1995-1996 8672

8816 HOUSE TRANSPORTATION



Anchorage Star of the North
Chamber of Commerce

Anchorage Chamber of Commerce
ICC Resolution
94/95 -14

WHEREAS both President Clinton and the leaders in Congress support legislation to abolish the Interstate Commerce Commission (ICC), and such legislation seems likely to pass Congress in the near future; and

WHEREAS the ICC regulates interstate marine transportation to and from Alaska, as well as interstate trucking in the Lower 48; and

WHEREAS the expected benefits of deregulation coming from the abolition of the ICC will in fact come about chiefly through increased competition; and

WHEREAS the market for interstate marine transportation to and from Alaska is too small to attract significant new competition if there is deregulation of that market, and this in turn means that the market for interstate marine transportation to and from Alaska is likely to continue to be dominated by the same two marine transportation carriers that currently dominate it;

WHEREAS the small interstate shippers to or from Alaska are likely to suffer under deregulation of the interstate marine transportation market to and from Alaska, since there will be no regulatory body to which they can turn to protect their interests and there will be inadequate competition for their business to allow them to protect their interests on their own by pitting one carrier against another for their business;

WHEREAS it is anticipated that federal regulation of interstate marine transportation to and from Alaska, including all associated tariff filing costs will be held to an absolute minimum if this regulation were transferred to the U.S. Secretary of Transportation when the ICC is abolished;

Post-Net Fax Note	7671	Date	4/2/95	# of pages	2
To	Cindy	From	201 Helgerson		
Co./Dept	ICCS	Co	ICOC		
Phone	215-7232	Phone	272-2401		
Fax	278-0461	Fax	272-617		

NOW, THEREFORE, BE IT RESOLVED by the Anchorage Chamber of Commerce:

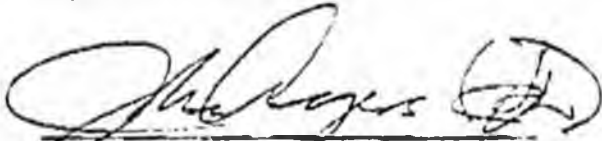
1. That the chamber supports the abolition of the Interstate Commerce Commission provided its regulatory functions over interstate marine transportation are preserved and transferred to the U.S. Secretary of Transportation or similar federal official;

2. That the chamber respectfully asks the Alaska Congressional Delegation to strive to ensure the transfer of the ICC's regulatory functions over interstate marine transportation to the U.S. Secretary of Transportation or similar federal official when the ICC is abolished;

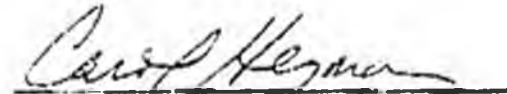
3. That the chamber respectfully asks the Alaska State Legislature and the Municipality of Anchorage to adopt resolutions supporting the transfer of the ICC's regulatory functions over interstate marine transportation to the U.S. Secretary of Transportation or similar federal official when the ICC is abolished, and to transmit copies of such resolutions to Alaska's Congressional Delegation as soon as possible, inasmuch as Congressional action on the legislation is likely to come quickly; and

4. That copies of this resolution be transmitted forthwith to the Alaska Congressional Delegation, to the Alaska State Legislature, to the Municipality of Anchorage, and to the press.

Approved on April 7, 1995



John Ayers 1994-95 Chairman



Carol Heyman, President



MARCH 30, 1995

Hon. Don Young
United States House of Representatives
2331 Rayburn House Office Building
Washington, DC 20515-0201

Attn: Chris Fluhr

Dear Congressman Young,

I am writing to urge you to oppose any legislation that would repeal ICC regulation of water carriers for the Alaska trade.

Alaska Fish and Farm Products is in the Foodservice Distribution business in Alaska and has been for over 50 years. We ship food products to Anchorage weekly via TOTE. The shipping is all done via water transport. This is the least expensive way to ship and the most expedient. We like most any other shipper rely on carriers like TOTE and Sea-Land for all of our freight to Alaska.

ICC regulations provide two very important items to shippers, first, it keeps the carriers honest; second, it provides a place for a small company to go to in the event of a problem with the carrier. If all that ICC does is abolished then it will force us to use the already over burdened court system to resolve a problem.

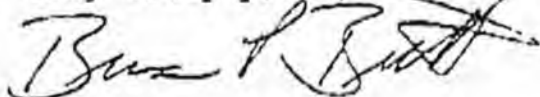
In Alaska we have been fortunate by having localized government be responsive to concerns with costs of the carriers. Last spring the Mayor of Anchorage was successful in helping to keep rates down but only because there is a printed tariff. Without the ICC this market will explode into a free for all in the shipping trade. If other carriers moved into the market we might see some lower prices. But for only a short period of time. Ultimately the shippers would suffer. If only TOTE and Sea-Land remain to be the only carriers for Alaska they would have virtually a free rein in terms of pricing because there would longer be a published tariff.

With the existing ICC regulations the carriers are required to file tariffs indicating the costs of shipping for everyone. The tariffs ensure that regardless as to how big or small a company you are you know what the rates are and that they are guaranteed. Not all company's receive the same rates as not all company's ship the same volume but we must at least know that we are all treated fairly

based upon on usage. In other words there is a level playing field. If Congress abolishes the ICC, what will happen to the tariffs? What would prevent the big suppliers from demanding low rates and forcing the carriers to increase rates to small shippers like me? It is difficult to stay alive as a small business today. Especially with the national firms doing business in our market.

I am all in favor of reducing the federal budget. I believe that it would not cost much and would be a greater value overall to continue the work of the ICC for the water shipping from Washington State to Alaska. Without the ICC I am confident that I would pay more in freight rates than the taxes I would save by repealing this regulation. This is one system that has proven to work. I hope you will work to make sure it continues to work for all of us in Alaska.

Very truly yours,



Brian P. Britt
General Manager



March 31, 1995

Hon. Don Young
United States House of Representatives
2331 Rayburn House Office Building
Washington DC 20515-0201

Dear Congressman Young

The purpose of this letter is to request your support in opposing the current House Bill or any future legislative act, that would repeal ICC regulation of water carriers in the Alaskan market.

Matanuska Maid Dairy is one of only a few manufacturers in Alaska and as such, depending on reliable, most effective freight relationships with both Sea Land and Totem Ocean Freight Express. Without the ability to access reasonable freight rates on raw materials for fishery products, manufacturing in Alaska will be most difficult, maybe even impossible. Interstate Regulation by ICC helps promote honesty in the freight business, thereby ensuring that the Alaskan market, competition is limited and some oversight of that

Matanuska Maid Dairy ship a lot of freight, we would not be considered a large slupper. We need to show that the "rules" of the "game" are identified. We have found negotiations with the water carriers. If legislation were enacted that would eliminate the tariff concept? What power will smaller manufacturers have in obtaining fair and reasonable freight rates? I am concerned that without a neutral third party, confusion will result.

**Alaska's Freshest
Dairy Products**

814 West Northern Lights Blvd
Anchorage, Alaska 99503

P.O. Box 89015
Anchorage, Alaska 99508-8015

Tele. (907) 561-6223 Fax# (907) 553 7492

Received Time: Apr 3 8:24AM



The federal budget needs attention. I am sure that many programs can be eliminated to reduce costs and not cause a burden to society. However, I believe that the ICC provides a valuable service to the Alaska freight market, and doubt that the dollars saved through taxes will offset the increases that we will pay in increased freight charges.

Sincerely,

Joseph W. Van Treeck
President

cc: Hon. Ted Stevens
Hon. Frank Murkowski
Hon. Tony Knowles
Hon. Rick Mystrom

/md

HJR

49

FISCAL NOTE

STATE OF ALASKA
1996 LEGISLATIVE SESSION

BILL NO. CSHJR 49 (TRA)

Revision Date:	<u>2/26/96</u>	Dept. Affected:	<u>DOT&PF</u>
Title:	<u>Dedicated Highway Maintenance Fund</u>	BRU:	<u>Stwd Maintenance & Operations (Hwys); Capital Budget (harbors)</u>
Sponsor:	<u>Rep. James</u>	Component:	<u>Highways & Aviation (Central, Northern & Southeast); N/A capital budget</u>
Requester:	<u>House State Affairs</u>	COMPONENT SERIAL NO.	<u>564, 2068, 603</u>

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	7,600.0	7,600.0	7,600.0	7,600.0	7,600.0
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF		(21,400.0)	(21,400.0)	(21,400.0)	(21,400.0)	(21,400.0)
1005 GF/Program Receipts						
Transportation Fund (Harbor)		7,600.0	7,600.0	7,600.0	7,600.0	7,600.0
Transportation Fund (Highway)		21,400.0	21,400.0	21,400.0	21,400.0	21,400.0
TOTAL	0.0	7,600.0	7,600.0	7,600.0	7,600.0	7,600.0

Estimate of any current year (FY96) cost: \$ 0.0

POSITIONS

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

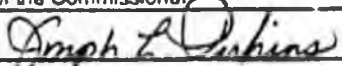
ANALYSIS: (Attach a separate page if necessary)

The amount of the funding switch from General Funds to the proposed Transportation Fund (Highways) is based on the FY95 actual net highway fuel taxes collected by the Department of Revenue (not including off-highway fuel taxes). Because the amount of fuel tax revenue currently collected is significantly less than the department's highway maintenance and operations (M&O) budget, it is assumed that the department can identify those locations where highway M&O is easily separated from aviation M&O. Therefore, administrative and accounting requirements will not increase significantly and so will not require additional positions or funding.

The amount shown for the Transportation Fund (Harbors) is based on the FY95 actual net marine fuel taxes collected by the Department of Revenue. This funding would be utilized in the capital budget to construct or improve harbor facilities. This is an increase in expenditures since essentially there is not currently a harbor program. Potentially as harbor facilities are transferred to local communities, some of this revenue would be available to those communities for maintenance and improvement of those facilities. This fiscal note does not differentiate between the capital funding that would be expended by DOT&PF and that which would be transferred to communities. That will be determined by legislation or regulations that implement the harbor program if the constitutional amendment is approved.

These estimates do not include any interest which may be earned on these funds.

It is assumed the decrease in unrestricted revenues will be reported by the Department of Revenue.

Prepared by:	<u>Sam Kito III</u>	Phone:	<u>465-3900</u>
	<u>Special Assistant</u>		
Division:	<u>Office of the Commissioner</u>	Date:	<u>2/26/96</u>
Approved by:		Date:	<u>2/26/96</u>
	<u>Commissioner</u>		
Agency:	<u>Department of Transportation and Public Facilities</u>		

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Alaska State Legislature

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FAX (907) 488-9006



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(907) 465-3743
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House of Representatives

House District 34

SPONSOR STATEMENT

HJR49 DEDICATED HIGHWAY FUND

HJR49 proposes amendments to the Alaska State Constitution creating a dedicated highway fund.

This resolution differs from similar ones in that

1. It utilizes ONLY STATE TAXES ON FUEL USED FOR THE PROPULSION OF MOTOR VEHICLES and
2. The legislature may appropriate money from the fund ONLY FOR THE MAINTENANCE OF ROADS AND HIGHWAYS.

Previous proposals (all of which failed) were more complex. For example, they utilized revenues from *"State licenses and fees for the registration, operation, and use of motor vehicles, aircraft, and water craft, from the use of State transportation facilities, including the State ferry system, and from State taxes on fuel used for the propulsion of motor vehicles, aircraft, and water craft"* and allowed the legislature to appropriate money from the fund only for *"maintenance and operation of a State or local government transportation facility.... the improvement and construction of harbor facilities.... (or) the administration and enforcement of motor vehicle laws."*

HJR49 provides a mechanism to address the desperate need for improved maintenance of Alaska's roads and highways and, in its simplicity, stands a greater chance of passing than previous proposals.

SPONSOR STATEMENT

9-LS1178VK
Chenoweth
2/20/96

CS FOR HOUSE JOINT RESOLUTION NO. 49(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
NINETEENTH LEGISLATURE - SECOND SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

Offered:
Referred:

Sponsor(s): REPRESENTATIVE JAMES

A RESOLUTION

1 Proposing amendments to the Constitution of the State of Alaska creating a
2 transportation fund.

3 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

4 * Section 1. Article IX, sec. 7, Constitution of the State of Alaska, is repealed and readopted
5 to read:

6 SECTION 7. DEDICATED FUNDS. The proceeds of any State tax or license
7 shall not be dedicated to any special purpose. This provision shall not prohibit the
8 continuance of any dedication for special purposes existing on April 24, 1956, and shall
9 not prohibit the dedication of revenue under Section 15 or Section 18 of this article, or
10 when required by the federal government for State participation in federal programs.

11 * Sec. 2. Article IX, Constitution of the State of Alaska, is amended by adding a new section
12 to read:

13 SECTION 18. TRANSPORTATION FUND. (a) The revenue received after
14 June 30, 1997, from State taxes on fuel used for the propulsion of motor vehicles and
15 watercraft, less refunds, credits, and the costs of collection of those taxes as provided by
16 law, shall be placed in a transportation fund. Except as provided in (d) of this section,

1 the legislature may appropriate money from the transportation fund only for

2 (1) the maintenance or operating costs of roads and highways by the
3 State or local governments if the money was derived from taxes on fuel used for the
4 propulsion of motor vehicles or from the income earned from managing and investing
5 the money derived from or attributable to the taxes on fuel used for the propulsion of
6 motor vehicles; and

7 (2) the construction and improvement of harbor facilities if the money
8 was derived from taxes on fuel used for the propulsion of watercraft or from the income
9 earned from managing and investing the money derived from or attributable to the taxes
10 on fuel used for the propulsion of watercraft.

11 (b) This section does not apply to revenue received from taxes that the State
12 collects on behalf of a local government.

13 (c) The legislature shall provide by law for the management and investment of
14 the transportation fund balance. The income earned from the management and
15 investment of the fund shall be deposited into the fund.

16 (d) An appropriation from the transportation fund for a public purpose other than
17 one described in (a) of this section may be made upon an affirmative vote of three-fifths
18 of the members of each house of the legislature.

19 * Sec. 3. The amendments proposed by this resolution shall be placed before the voters of
20 the state at the next general election in conformity with art. XIII, sec. 1, Constitution of the State
21 of Alaska, and the election laws of the state.

HJR 49

A RESOLUTION

1 Proposing amendments to the Constitution of the State of Alaska creating a
2 transportation fund.

3 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

4 * **Section 1.** Article IX, sec. 7, Constitution of the State of Alaska, is
5 repealed and readopted to read:

6 SECTION 7. DEDICATED FUNDS PROHIBITED. The proceeds of
7 any State tax or license shall not be dedicated to any special purpose.
8 This provision does not prohibit the continuance of any dedication for
9 special purposes existing on April 24, 1956, and does not prohibit the
10 dedication of revenue under Section 15 or Section 18 of this article or
11 when required by the federal government for State participation in
12 federal programs.

13 * **Sec. 2.** Article IX, Constitution of the State of Alaska, is amended by adding
14 a new section to read:

15 SECTION 18. TRANSPORTATION FUND. (a) The revenue
16 received after June 30, 1997, from State taxes on fuel used for the
17 propulsion of motor vehicles, and watercraft, less refunds, credits, and
18 the costs of collection of those taxes as provided by law, shall be placed
19 in a transportation fund. Except as provided in (d) of this section, the
20 legislature may appropriate money from the fund only for

21 (1) the capital or operating costs of a State or local highway
22 facility if the tax was originally received from the use of highway motor
23 fuel or the income earned from the management and investment of the

1 fund can be attributed to the tax received from the use of highway motor
2 fuel; and

3 (2) the improvement and construction of harbor facilities if the
4 tax was originally received from the use of watercraft or the income
5 earned from the management and investment of the fund can be
6 attributed to the tax received from the use of watercraft;

7 (b) This section does not apply to revenue received from taxes that the
8 state collects on behalf of a local government.

9 (c) The legislature shall provide by law for the management and
10 investment of the fund balance. The income earned from the
11 management and investment of the fund shall be deposited into the
12 fund.

13 (d) An appropriation from the fund for a public purpose other than
14 one described in (a) of this section may be made upon an affirmative vote
15 of three-fifths of the members of each house of the legislature.

16 * **Sec. 3.** The amendments proposed by this resolution shall be placed before
17 the voters of the state at the next general election in conformity with art. XIII,
18 sec. 1, Constitution of the State of Alaska, and the election laws of the state.

9-LS1178VG ✓
Chenoweth
2/13/96

**CS FOR HOUSE JOINT RESOLUTION NO. 49(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
NINETEENTH LEGISLATURE - SECOND SESSION**

BY THE HOUSE TRANSPORTATION COMMITTEE

Offered:
Referred:

Sponsor(s): REPRESENTATIVE JAMES

A RESOLUTION

1 Proposing amendments to the Constitution of the State of Alaska creating a
2 transportation fund.

3 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

4 * Section 1. Article IX, sec. 7, Constitution of the State of Alaska, is amended to read:

5 SECTION 7. DEDICATED FUNDS. The proceeds of any State [STATE] tax
6 or license shall not be dedicated to any special purpose, except as provided in Section
7 15 and Section 18 of this article or when required by the federal government for State
8 [STATE] participation in federal programs. This provision shall not prohibit the
9 continuance of any dedication for special purposes existing on April 24, 1956 [UPON
10 THE DATE OF RATIFICATION OF THIS SECTION BY THE PEOPLE OF
11 ALASKA].

12 * Sec. 2. Article IX, Constitution of the State of Alaska, is amended by adding a new section
13 to read:

14 SECTION 18. TRANSPORTATION FUND. (a) The revenue received after
15 June 30, 1997, from State taxes on fuel used for the propulsion of motor vehicles,
16 aircraft, and watercraft, less refunds, credits, and the costs of collection of those taxes

1 as provided by law, shall be placed in a transportation fund. Except as provided in (d)
2 of this section, the legislature may appropriate money from the fund only for the
3 maintenance and operation of State and local government transportation systems.

4 (b) This section does not apply to revenue received from taxes that the State
5 collects on behalf of a local government.

6 (c) The legislature shall provide by law for the management and investment of
7 the fund balance. The income earned from the management and investment of the fund
8 shall be deposited into the fund.

9 (d) An appropriation from the fund for a public purpose other than one described
10 in (a) of this section may be made upon an affirmative vote of three-fifths of the
11 members of each house of the legislature.

12 * Sec. 3. The amendments proposed by this resolution shall be placed before the voters of
13 the state at the next general election in conformity with art. XIII, sec. 1, Constitution of the State
14 of Alaska, and the election laws of the state.

FISCAL NOTE

No. 11
 Bill Version: CSHJR 49(STA)
 (H) Publish Date: 2/2/96

STATE OF ALASKA
 1996 LEGISLATIVE SESSION

Revision Date: _____ Dept. Affected: DOT&PF
 Title: Dedicated Highway Maintenance Fund BRU: Statewide Maintenance & Operations
 Component: Highways & Aviation (Central, Northern & Southeast)
 Sponsor: Rep. James
 Requester: House State Affairs COMPONENT SERIAL NO. 564, 2068, 603

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF		(21,400.0)	(21,400.0)	(21,400.0)	(21,400.0)	(21,400.0)
1005 GF/Program Receipts						
1006 GF/MHTIA						
Highway Fund		21,400.0	21,400.0	21,400.0	21,400.0	21,400.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY96) cost: \$ 0.0

POSITIONS

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

The amount of the funding switch from General Funds to the proposed Highway Fund is based on the FY95 actual net highway fuel taxes collected by the Department of Revenue (not including off-highway fuel taxes). Because the amount of fuel tax revenue currently collected is significantly less than the department's highway maintenance and operations (M&O) budget, it is assumed that the department can identify those locations where highway M&O is easily separated from aviation M&O. Therefore, administrative and accounting requirements will not increase significantly and so will not require additional positions or funding. It is assumed the decrease in unrestricted revenues will be reported by the Department of Revenue.

Prepared by: Sam Kito III Phone: 465-3900
Special Assistant
 Division: Office of the Commissioner Date: _____
 Approved by: *Joseph L. P...* Date: 1-31-96
Commissioner
 Agency: Department of Transportation and Public Facilities

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COMMITTEE COPY

An aerial black and white photograph of a mountainous region. A road winds through the landscape, crossing a river via a bridge. The terrain is rugged with dense forests and rocky outcrops.

CROSSROADS:

A REPORT ON THE DELIVERY OF
TRANSPORTATION SERVICES IN ALASKA

Final Report to
the Governor and Legislature

GOVERNOR'S OFFICE ON
TRANSPORTATION FACILITIES
JULY 1982

REPORT ON THE DELIVERY OF TRANSPORTATION SERVICES IN ALASKA

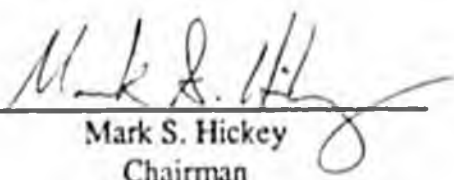
PREFACE

The task force has reviewed the problems associated with the efficient and equitable delivery of transportation services in Alaska as directed by the Governor and the Legislature and provides this report for the general public and for state policy makers.

In addition to other benefits gained, the task force has determined that the delivery of transportation services could be more efficiently and equitably provided if the continued care of some of Alaska's transportation facilities would be more widely distributed among various private and governmental entities. As an example, the Department of Transportation and Public Facilities (DOT/PF) estimates that 28% of the department's highway responsibilities are roads that primarily serve a local function.

For all facets of the problems related to the delivery of transportation services, adequate funding and the ongoing stability of funding are the critical issues. In this regard, the task force is unanimous in recommending that the maintenance of the transportation system should be supported to the extent practical with dedicated user fees.

The problems associated with the efficient and equitable delivery of transportation services present many complicated issues which the task force finds need addressing as a state policy matter. This report sets out a policy framework which the task force believes will assist state policy makers at this critical juncture of the development of the transportation delivery system.



Mark S. Hickey
Chairman

INTRODUCTION



The main task of the Governor's Task Force on Transportation Facilities was to make recommendations on the equity and efficiency of Alaska's transportation delivery system. The task force understood the transportation delivery system to be the sum of all activities and physical facilities managed or undertaken by an Alaskan government entity that results in the provision of transportation services to the general public. (The Alaska Railroad is not part of this discussion because of its unique position in the state system by statute.)

For this report, the goal of the task force was to present a short concise synopsis of the issues relevant to achieve an efficient and equitable transportation delivery system. The task force understood the equity and efficiency of Alaska's transportation delivery system to be dependent in large part on what entity is responsible for components of the system and how the system is funded.

The report is organized so that the first section develops the context that decision-makers should be aware of with funding being the most important issue. The second and third sections of the report focus on the responsibility issues related to Alaska's transportation delivery system with the delineation of responsibility between state government and local government being the major focus.

SUMMARY OF FINDINGS

1. The condition and efficiency of Alaska's transportation system is of vital importance to all Alaskans.
2. There is a vast inventory of transportation facilities that requires constant maintenance and periodic rehabilitation.
3. There is currently not enough funding allocated to maintain and rehabilitate the transportation system.
4. Maintenance is being increasingly deferred over portions of the transportation system.
5. Portions of the transportation system are deteriorating and as deterioration progresses become more costly to repair.
6. There is little likelihood that additional funding will be available from the general fund; therefore, other sources of funding need to be examined.
7. The DOT/PF is responsible for some transportation facilities that would ordinarily in other states be the responsibility of local government.
8. The DOT/PF's responsibility for local transportation facilities makes it difficult to give clear focus to statewide issues including performance of a statutory duty to provide statewide planning.
9. Financial considerations associated with rehabilitating local roads will need to be addressed regardless of how alignment of responsibility is resolved.
10. The frequent changes in leadership at DOT/PF cause problems that affect the efficiency of the delivery of transportation services.
11. Funding for the road service account in the Municipal Revenue Sharing Program should be stabilized.

SUMMARY OF RECOMMENDATIONS

1. The maintenance of Alaska's transportation system should be supported, to the degree possible, through user fees.
2. User fee revenues should be dedicated.
3. The state should have an annually updated six year revenue plan for transportation.
4. There should be greater emphasis on a cost/benefit analysis of capital projects during the state planning process.
5. Responsibility for the maintenance of capital projects should be determined before they are built.
6. Responsibility for existing transportation facilities should be clarified and revisions made where cost efficiencies can be clearly indicated.
7. There should be an orderly program developed to transfer responsibility for some transportation facilities from the state to local government.
8. Statutory powers of local government for providing transportation services should be made more uniform.
9. The state and local communities should eliminate duplication of transportation services in some communities.
10. The state should aggressively attempt to influence the new federal highway program.
11. The merits of creating a board of commissioners to oversee DOT/PF should be analyzed.

TASK FORCE RECOMMENDATIONS:

1. The task force recommends an organized approach to transferring responsibility for some transportation facilities from the state to local governments.
2. The task force recommends that the Governor and the transportation committees of the Legislature, after examining and analyzing the merits of creating a transportation commission to direct the delivery of all transportation services in the State of Alaska, report its findings to the people of Alaska by the beginning of the 16th legislative session (see Formal Recommendation # 3).
3. The task force recommends that statutes related to local powers for providing transportation services be reviewed and revised so that more uniformity can be achieved.
4. The task force recommends that the state pursue a policy of shared responsibility for transportation facilities related to economic development.
5. The task force recommends realignment of responsibility, clarification of areas of responsibility and transfer of some transportation facilities from the state to local governments to enable DOT/PF to more clearly focus on strategic statewide planning (see minimum elements in Key Elements of a Model Transfer Program).
6. The task force recommends, as part of the transfer program, that negotiation occur between DOT/PF and local communities to pursue adjustments that provide for the most efficient delivery of transportation service by reducing the duplication of services, effort, personnel and equipment.

III. TRANSFER OF RESPONSIBILITY

Key Elements of a Model Transfer Program

The task force unanimously recommends a transfer program because it finds that the assumption of local responsibility by the state distracts state attention from issues that should be attended to by the state. In addition, the task force recognizes that many issues could be better handled by local officials while at the same time providing for more control over local priorities. Moreover, the task force finds that it is poor public policy to have local projects competing directly with statewide projects for state resources and that, in the long run, transfer of responsibility for some facilities to local communities would distribute the costs for

providing transportation services more equitably. The task force also finds that equity in the delivery of transportation services is a worthwhile goal and recommends that during transfer discussions attention should be given to the various levels of service provided by the state to different communities.

While recommending that a transfer program be adopted, the task force recognizes that certain elements must be present for the program to be successful (see the recommended Model Transfer Program in the Supplemental Documents).

MINIMUM ELEMENTS OF A TRANSFER PROGRAM

- A revenue stream must be dedicated to the program.
- The program must be voluntary.
- Prior to transfer, all facilities must be rehabilitated.
- A facility transferred eligible for federal funds must remain eligible for federal funds after transfer.
- Additional capital costs must be the responsibility of the municipality including any match for federal funds.
- Negotiated yearly maintenance costs must be guaranteed.
- Liability must transfer with the facility.
- Any transfer of personnel must provide for equitable treatment of employees.
- Primary responsibility for bridges should remain with the state.

Taxable Motor Fuel Gallons Sold in Alaska
For the Fiscal Year Ended June 30, 1995

Gross Gallons Sold	280,321,751	448,100,802	21,170,357	889,012,768	10,452,932	152,618,553	1,580,889,162
Less Exemptions*	(41,033,648)	(245,259,285)	(818,358)	(436,410,250)	(256,024)	(9,777,209)	(733,556,773)
Fuel Reclassification	(68,282)	(2,256,775)	806,975	0	68,293	1,451,859	0
Total Taxable Gallons	219,219,821	200,590,642	21,154,974	251,602,518	10,262,301	144,293,204	847,133,389
Tax Rate	0.08	0.09	***	***	0.05	0.05	Variable
Gross Tax	\$17,537,588	\$16,047,251	\$884,577	\$7,142,574	\$513,115	\$7,214,650	49,339,766
Less Off-highway Returns							
Gallons Used Off-highway	1,930,302	158,531,118	0	N/A	222,502	2,715,786	163,405,769
Refund Rate	(0.05)	(0.05)	N/A	N/A	(0.03)	(0.03)	Variable
Total Off-highway Refunds	(118,182)	(9,511,897)	0	0	(6,675)	(81,474)	(9,716,198)
Penalties and Interest							45,328
Timely Filing Deductions							(68,091)
Total Collections							\$39,600,605

***Detail of Exemptions (in Gallons)**

	Gasoline	Diesel	Gasoline	Jet Fuel	Gasoline	Diesel	Total
Exempt Gallons	0	0	212,355	315,012,201	0	0	315,224,016
Foreign Flights	407,841	102,202,531	0	73,017	0	0	164,080,501
Heating Fuel	2,478,101	27,705,655	8,187	61,577,241	6,620	18,128	81,854,072
Exported	2,558,416	7,877,318	246,368	61,853,905	105,094	1,527,741	64,178,840
Federal Government	50,296,121	0	0	0	0	0	50,296,121
Gasohol	239,022	28,120,078	0	0	0	0	28,359,099
Public Utilities	3,754,188	12,070,034	213,400	420,171	56,167	6,500,910	24,031,050
State/Local Government	600,754	3,576,551	0	0	0	0	4,177,305
Power Plants	0	1,845,234	0	0	0	0	1,845,234
Oil and Gas Operations*	117,286	413,731	7,891	0	12,863	108,893	638,764
Charitable Institutions	3,201	374,254	0	0	0	0	377,455
Consigned to Foreign	508,119	0	120,973	17,422,555	77,140	187,424	18,105,211
Other	41,033,648	245,259,285	616,358	436,410,250	256,924	9,777,209	733,556,773
Tax Rate	0.08	0.08	***	***	0.05	0.05	Variable

*Exemption granted by Department of Revenue as authorized under AS 43.40.100(b) and 15 AAC 40.020(c)(10). This exemption category is for fuel used in conjunction with oil and gas lifting operations and transportation of crude oil in the Trans-Alaska Pipeline.

*** Effective September 27, 1994, aviation motor fuel tax rates increased as follows: kero on gasoline from 4¢ to 4.7¢ and jet fuel from 2.5¢ to 3.2¢ per gallon.

1995 REVENUE COLLECTED THROUGH MOTOR FUEL TAXES

Mode	Rate/Gallon	1995 gallons	Total
Highway	8 cents	259,342,912	\$20,747,433
Off-Highway	2 cents	160,467,481	\$3,209,350
Marine	5 cents	151,617,217	\$7,580,860
Off-Highway Marine	2 cents	2,938,288	\$58,766
Aviation Gasoline	4.7 cents	21,164,874	\$884,557
Aviation Jet Fuel	3.2 cents	251,602,516	\$7,142,574
Total motor fuel tax revenue collected in 1995			\$39,623,540
Total revenue collected from highway and marine fuel taxes only			\$31,596,409

HJR

65

Alaska State Legislature

House of Representatives



Transportation Committee

SPONSOR STATEMENT

HJR 65

Relating to proposed Federal Aviation Administration regulations establishing crew member flight time limitations.

The Federal Aviation Administration (FAA) is proposing to implement regulations which would limit the number of hours air taxi pilots would be allowed to fly in a month.

Research indicates that most air taxi operators in Alaska utilize their pilots in excess of this proposed limit on a regular basis. As can be seen in HJR 65, these regulations will have a drastic impact on air taxi operations in Alaska.

These businesses are operating safely and this requirement would be over restrictive and costly. In essence, these regulations will be detrimental to the livelihood of Alaskan pilots and air taxi business owners alike.

scheduled duty period and the commencement of the next subsequent duty period.

(2) The duty period required under this paragraph (f) may be extended to 26 hours when the extension is due to operational delays. In this case the 22 hour rest period may not be reduced.

§ 135.265 Reserve and standby assignments.

(a) *Standby duty.* Standby duty commences when a flight crewmember is placed on standby duty assignment. Standby duty periods must be scheduled in accordance with § 135.263. Standby duty periods end when the duty period associated with a subsequent flight assignment ends or the flight crewmember is relieved from standby duty for a scheduled rest period.

(b) *Reserve time.* A certificate holder may assign a reserve assignment to a flight crewmember and a flight crewmember may accept that assignment only when the applicable provisions of this section are met. Each flight crewmember must be given a 10-hour rest period before being assigned to reserve time. Reserve time may be assigned under either of the following options and the flight crewmember must be notified of which option has been selected before the beginning of the reserve time assignment:

(1) A certificate holder may schedule a flight crewmember assigned to reserve time and a flight crewmember may accept any duty period if the flight crewmember receives at least 10 hours notice and if the duty period is scheduled in accordance with § 135.263. If a flight crewmember does not receive at least 10 hours notice, the following limitations apply:

(i) If at least 8 hours notice is given the scheduled duty period is limited to no more than 12 hours. The duty period required under this paragraph (b)(1) may be extended to 14 hours when the extension is due to operational delays.

(ii) If at least 6 hours notice is given the scheduled duty period is limited to no more than 10 hours. The duty period required under this paragraph (b)(1) may be extended to 12 hours when the extension is due to operational delays.

(iii) If at least 4 hours notice is given the scheduled duty period is limited to no more than 8 hours. The duty period required under this paragraph (b)(1) may be extended to 10 hours when the extension is due to operational delays.

(iv) If fewer than 4 hours notice is given the scheduled duty period is limited to no more than 6 hours. The duty period required under this paragraph (b)(1) may be extended to 8

hours when the extension is due to operational delays.

(2) A certificate holder may assign a flight crewmember to a reserve assignment and a flight crewmember may accept a duty period if, for each 24-hour period, the flight crewmember receives at least a regularly scheduled 6-hour period that is protected from any control by the certificate holder. The hours of the 6-hour protected time period must be assigned before the flight crewmember begins the reserve time assignment and must occur at the same time during each 24-hour period during a reserve time assignment. Any duty period assignment must be scheduled to be completed within the 18-hour reserve period. The length of the duty period and the subsequent rest period must be in accordance with § 135.263.

§ 135.267 Additional flight crewmember duty period and flight time scheduling limitations.

(a) A flight crewmember is not considered to be scheduled for a duty period in excess of the scheduled duty period limitations if the duty periods to which he or she is assigned are scheduled and normally terminate within the limitations, but, due to operational delays, the flights to which he or she is assigned are not at block out time expected to reach their destination within the scheduled duty period. However, no air carrier may schedule a flight crewmember, nor may a flight crewmember accept a flight that at block out time would extend the flight crewmember's scheduled duty period maximum more than two hours, as provided in § 135.263.

(b) A flight crewmember is not considered to be scheduled for flight time in excess of the flight time limitations if the flights to which he or she is assigned are scheduled and normally terminate within the limitations, but due to operational delays are not at block out time expected to reach their destination within the scheduled time.

§ 135.268 Weekly and monthly flight crewmember flight time limitations.

No certificate holder may schedule any flight crewmember and no flight crewmember may accept an assignment for flight time under this part if that flight crewmember's total flight time for a certificate holder under parts 91, 121, and 135 of this chapter will exceed—

- (a) 32 hours in any 7 consecutive calendar days.
- (b) 100 hours in any calendar month.

§ 135.271 Additional flight crewmember rest requirements.

(a) No certificate holder may assign any flight crewmember and no flight crewmember may accept any duty period or flight time with the certificate holder unless the flight crewmember has had at least the minimum rest required under this subpart.

(b) No certificate holder may assign any flight crewmember and no flight crewmember may accept any duty with the certificate holder during any required rest period. For example the flight crewmember may not be required to contact the certificate holder, answer the telephone, carry a beeper, remain at a specific location or in any other way be responsible to the air carrier during a rest period.

(c) Rest periods that are required under this subpart can occur concurrently with any other rest period.

(d) The reduced rest periods allowed under § 135.263 may only be used due to operational delays and may not be scheduled in advance.

(e) Each certificate holder shall provide each flight crewmember who is assigned to one or more duty periods, standby duty, or reserve time a rest period of at least 36 consecutive hours during any 7 consecutive calendar days.

(f) Each certificate holder must provide each flight crewmember assigned to assigned time, when the assigned time is not part of a duty period, a rest period of at least 10 hours before the commencement of a subsequent duty period.

(g) Each certificate holder must provide each flight crewmember at least 48 consecutive hours of rest upon return to the flight crewmember's home base after completion of one or more duty periods that terminate in a time zone or zones that differ from the time zone of the flight crewmember's home base by 6 or more hours and the flight crewmember remains in that time zone or zones for at least 48 consecutive hours. The flight crewmember must receive this rest before beginning a subsequent duty period. The home base is determined by the certificate holder and is where that crewmember is based and receives schedules.

§ 135.273 Deadhead transportation.

Time spent in transportation, not local in character, that a certificate holder requires of a flight crewmember and provides to transport the crewmember to an airport at which he or she is to serve on a flight as a crewmember, or from an airport at which he or she was relieved from duty to return to his or her home station is not considered part of a rest period. For

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Ketchum



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800-433-9114

FAX 907-243-8311

Representative Con Bunde
Juneau, Alaska

2-5-96

Ref: FAA Proposed Rule, Flight
Time and Duty (Docket No. 28081 Notice 95-18)

Dear Con,

The proposed FAR Part 135.269 and 135.271 will have a devastating effect on our flight operations here in Alaska. It will not allow our operations to be financially viable requiring us to either double our pilot force or downsize and drastically reduce our job force. It will reduce the scheduling of our experienced pilots and replace them with low time and inexperienced pilots. It will not serve the traveling public safety interests.

Ketchum Air Service, Inc. is largely a seasonal floatplane operation. Our busy months (June- September) see the pilots flying 150-200 hours monthly and the rest of the year the pilots are furloughed. This is their sole source of income. Currently the pilots are paid an hourly rate to fly and to reduce their flight time to the proposed 100 hours per month will slash their pay from 30-50%. The alternative is to pay a higher rate to compensate for the reduced flights hours. An unreasonable added cost. In addition a second pilot will need to be trained and paid to make up the balance of our flight requirements. An added cost.

Safe floatplane piloting requires hard earned experience. It is a specialty that low time inexperienced floatplane pilots strive to attain. They are usually nurtured for years to reach this level and experienced pilots are a rare commodity. We will be forced to incorporate these low time pilots at the cost of higher maintenance rates, higher insurance rates, higher seat fare rates, higher accident rates. An unacceptable human cost.

The alternate to more pilots is downsizing, and cost saving by eliminating improvements in every facet of our business that has taken almost thirty years to build. Fellow operators here in Alaska are just learning about this new proposal, and probably most will miss the comment deadline completely.

We have until March 19, 1996 to make comment to the deaf ear of the FAA. Please help us survive this economic and safety disaster. I look forward to a telecon to highlight further concerns.

Respectfully,
Craig L. Ketchum
President



ACVB

Craig

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CORRESPONDENCE



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ALASKA STATE LEGISLATURE
REPRESENTATIVE RICHARD FOSTER

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Interim PO BOX 1630 NOME ALASKA 99762 • 907-443 5036 • FAX 907-443 2162

March 11, 1996

Federal Aviation Administration
Office of the Chief Counsel, Room 915G
800 Independence Avenue, SW
Washington, DC 20591

**RE: Notice of Proposed Rulemaking on Crewmember Flight &
Duty Time Limits (No. 95 - 18) - Docket #28081.**

Dear Sir/Madam:

Please enter this letter into the public record for the above referenced proposed rulemaking docket.

As a lifelong Alaskan, a private pilot, retired Part 135 fixed base operator and a member of the Alaska House of Representatives, I wish to go on record in strong opposition to the proposed rulemaking on crewmember flight & duty time limits. While I understand the agency's concern for public safety, I implore the decision makers to consider the protests raised by the National Air Transportation Association (NATA) and the Alaska Air Carriers Association (AACA).

Plain and simple, Alaska is unique. The seasons here demand variability in rulemaking, not blind adherence to a standard designed for the "Lower 48" states. The distances in Alaska require flights of longer duration. Economics dictate that businesses operate when the weather permits. The geography of Alaska eliminates alternative forms of transportation in many areas of the state, making air transport the sole means of delivering goods and services.



REPRESENTATIVE CON BUNDE
CHAIR HEALTH EDUCATION
& SOCIAL SERVICES
VICE CHAIR RULES

Alaska State Legislature
House of Representatives

DURING SESSION
STATE CAPITOL ROOM 108
JUNEAU, ALASKA 99801-1182
T (907) 465-4843

DURING INTERIM
716 WEST 4th AVENUE
ANCHORAGE, ALASKA 99501-2133
T (907) 258-8168

MEMORANDUM

DATE: February 20, 1996

TO: Representative Gary Davis, Chair
Transportation Committee

FROM: Representative Con Bunde

RE: Information For Resolution Supporting Alaska's Air Taxi and
Opposing Proposed FAA Regulations

SPECIAL ALASKA CIRCUMSTANCES

- Need for high level proficiency - familiarity with local weather, terrain and fly conditions - Translates to a need for a high level of local and regional flying experience.
- Reduced safety by limiting pilot experience in the area - Reduced safety by capping income so that more experienced "high time" pilots would be unable to make a living. This would encourage employment of "low time," inexperienced, time builder pilots. Reduced safety by forcing air taxi operators and owners to stop operating large twin engine aircraft and return to the use of smaller single engine aircraft.

Alaska's unique fly conditions and great dependence on aviation for transportation due to lack of roads and other alternatives require that Alaska be allowed an exemption from air taxi regulations proposed for the Lower 48. In the case of Alaskan aviation one size does not fit all.

ROUTE TO:

INITIAL REPORT

File 96-302

FILE IN NATA BINDER

FAA PROPOSES SIGNIFICANT CHANGES IN FLIGHT AND DUTY TIME REQUIREMENTS

January 4, 1996

What's at Issue

The FAA has issued the much anticipated notice of proposed rulemaking (NPRM) proposing sweeping changes to the flight crewmember duty period, flight time and rest requirements.

Why It's Important

On-demand and scheduled Part 135 certificate holders would be regulated under the same requirements as the Part 121 airlines in the NPRM. The proposal also includes new limitations and modifications to the existing regulation of flight and duty time, altering on-demand air charter operations and imposing additional costs to conduct operations.

Major Provisions

Overview

The existing 14 hours duty time, 10 hours flight time and 10 hours rest time for a two pilot crew Part 135 unscheduled operation remain the same. The 14 hours duty time, 8 hours flight time and 10 hours rest time limitation for single pilot also are unchanged. Flight time would be limited to 32 hours weekly and 100 hours monthly. While not specifically stated, the quarterly flight time limit would be 300 hours and the annual limit 1200 hours. All flying, including positioning flights and deadheading as required by the certificate holder, would be included in the flight and duty time limitations.

Operational Extensions

Duty time operational extensions would be limited to two hours (currently there is no specified limit). The NPRM also defines operational delays and requires compensatory time for exceeding duty time.

Rest Time

The FAA proposes a 36-hour rest period during any seven consecutive days. This is changed from the existing requirement for thirteen 24-hour rest periods each quarter. A reduced rest period of nine hours is permitted under the NPRM, but requires compensatory rest times.

Reserve Time

Under the proposal, reserve time cannot be considered rest time, although it is also not considered duty time. The FAA is also proposing linking notification time for a pilot on reserve to report with duty time. This means if a pilot in reserve is notified more than one hour and less than 10 hours prior to report time, the maximum duty time is decreased to as few as six hours. For pilots notified to report with less than one hour of response time, this is considered as standby time and would count as duty time.

OVER...

NATA

NATIONAL AIR TRANSPORTATION ASSOCIATION • 4225 May Street, Bethesda, Virginia 22802 • (703) 645-4700 • FAX (703) 645-6176

Regulatory Report:

**NATA
Position**

NATA is extremely concerned with the effect of the FAA proposal on the Part 135 industry. It is disappointing that the FAA failed to consider the differences between on-demand air charter and scheduled operations in the NPRM. The Association is shocked and dismayed the FAA was unable to include an estimate of the potential cost of the proposed rule on air taxi operators. NATA's President Jim Coyne has also met with House Aviation Subcommittee Chairman, John Duncan, strongly encouraging him to conduct hearings on the FAA proposal.

Status

The comment period is scheduled to close on March 19, 1996. However, on December 27, 1995, NATA sent an urgent request to the FAA Administrator to extend the comment period by 90 days and hold a series of public meetings to examine the effect and the costs of the NPRM on the on-demand Part 135 segment of the industry. The Association's Air Charter Committee is meeting on January 11 to review the proposal and develop alternatives to make to the FAA. Those recommendations, along with details on submitting comments to the FAA, will be sent to NATA members.

Members interested in receiving a copy of the NPRM along with an analysis of the proposal developed by Professional Aviation, Inc. exclusively for NATA should use the enclosed order form or contact Cindy Aloise at 1 (800) 808-6282.

Staff Contact: Andrew V. Cebala
Vice President, Government and Industry Affairs

JUDGEMENT DAY FOR AVIATION
The end is near...unless you act now!



ALL ALASKA PART 135 OPERATORS:

DO YOU KNOW?
UNLESS YOU ACT NOW, THE FAA COULD PUT YOU OUT OF BUSINESS!

Whether you are a Part 135 on-demand air charter operator or aviation service business, the FAA's proposed crewmember flight and duty time limitations threaten your future. The FAA's action establishes unrealistic, unnecessary and unjustified limits on the flight and duty time of on-demand air charter pilots, increasing labor and operating costs for air charter companies by over 50%, and severely limiting the availability of this vital transportation service. Implementation of the proposed rules would be devastating to Alaska's on-demand air taxi industry because it does not accommodate the seasonal nature of our businesses. Companies providing aircraft fueling and handling, along with maintenance and parts sales, will witness dramatic decreases in their business as the air charter community is unable to continue operating responsible on-demand services.

Orin Seybert of Penair, wrote in an open letter to the public recently, "*The NPRM allows for the 8 hrs. day, but then has limits of 32 hrs. per week and 100 hrs. per month. This will require bush operators to literally double their pilot staffing.Think about it. A pilot in rural Alaska during our busy summer will only be able to fly four days a week for the first three weeks of a month. Then the last week he can only do four hours!*"

YOU MUST JOIN THE FIGHT TO SAVE YOUR INDUSTRY!

The National Air Transportation Association (NATA) in partnership with the Alaska Air Carriers Association (AACCA) is lobbying for aviation business and is leading the effort to fight the FAA's proposal. We can't win alone however--you must act now by taking three simple steps.

1. Contact your Members of Congress urging their opposition to the FAA proposal 2. Send your letter of opposition to the FAA, (with a copy to AACCA) and 3. Enlist one other affected person or business to act. Time is running out, don't passively accept the FAA's misguided proposal--act today! Here's how:

1. CONTACT YOUR CONGRESSIONAL DELEGATION

Senators Ted Stevens and Frank Murkowski and Representative Don Young are elected to serve you in Washington D.C. The on-demand industry is in trouble and needs their help. A personal meeting is the best lobbying technique and can be arranged through a call to the local delegation office. If this isn't convenient, call their Washington offices to speak directly with the Senators or Representative (if they are unavailable, talk to the staff member that handles transportation issues) and follow-up with a letter. It is important and they will listen to you. The phone numbers and addresses are provided below.

2. CONTACT THE FAA

The FAA must be contacted in opposition to this proposed rule. The Agency has a special office that receives all comments on rulemaking efforts such as this one. The letter should be on your company's letterhead.

COMMENTS ARE DUE BY MARCH 19, 1996

Mail your comments in triplicate to:

Federal Aviation Administration
Office of the Chief Counsel
Attention: Rules Docket (AGC-200)
Room 915G, Docket No. 28081
800 Independence Avenue, S.W.
Washington, D.C. 20591

3. ENLIST OTHERS

If you get just one other person to contact Congress and the FAA, you double the impact of your efforts. You know others at your airports and

in your communities who will be affected. Give them this information and have them join you in working to stop FAA's action.

THE MESSAGE

The FAA must exclude Part 135 on-demand air charter from its proposed flight and duty time proposal. The following points should be used to support your request:

- The FAA proposal will decimate Alaska's small air carrier businesses operating Part 135. It removes all of the flexibility needed for seasonal and unscheduled operations by requiring them to meet flight, duty and rest rules designed for scheduled airlines. This will result in at least a 50% increase in flightcrew hiring and payroll expenses--needlessly inconveniencing customers with no increase in safety.

- The proposal mandates excessive scheduled rest times and limited flight times without providing any data identifying a fatigue or safety problem that would justify applying the regulations to the Part 135 on-demand industry.

- Emergency Medical Services, organ transport flights and cargo flights will be severely affected by the proposal's restrictions on pilot reserve and scheduling--effectively requiring substantial advance notice for emergency or unplanned flights. This endangers Alaska's health care system and the ability of Alaskan residents to depend on unscheduled air transportation for everyday life.

- The FAA admittedly failed to identify the impact of the proposal on the small businesses providing essential on-demand air charter transportation and the aviation businesses supporting them with aircraft fueling and handling along with maintenance and parts sales to affected Part 135 companies. The Agency also did not estimate the potential operational delays and increased costs of the rule on the Part 135 on-demand industry and their customers.

- The proposal is strongly biased against Part 135 certificate holders, mistakenly requiring Part 91 flying of managed aircraft to be conducted under the flight and duty time restrictions. Likewise, the FAA fails to recognize the diverse nature of many air charter companies with its assigned reserve limits unjustly singling out pilots by severely penalizing them with a reduction in duty time for non-flying responsibilities.

•The FAA proposal is an excellent example of regulatory overkill that uses a Federal regulation to mandate labor union work rules on the small businesses providing on-demand air charter. This virtually eliminates the important transportation link provided by Part 135 operators to many smaller and remote Alaskan communities not served by scheduled operations.

•Explain the impact the proposal will have on your charter business, or other services you provide air charter such as fuel sales, maintenance business, or other sales and service.

YOU MUST TAKE THE TIME TO CONTACT YOUR ALASKA DELEGATION MEMBERS AND THE FAA TO PROTECT YOUR BUSINESS AND ENSURE YOUR FUTURE!

Honorable Ted Stevens
United States Senate
522 Hart Building
Washington D.C. 20510-0201
(202) 224-3004 phone
(202) 224-2354 fax

Honorable Frank Murkowski
United States Senate
706 Hart Building
Washington, D.C. 20510-0202
(202) 224-6665 phone
(202) 224-5301 fax

Honorable Don Young
House of Representatives
2332 Rayburn House Office Building
Washington, D.C. 20515-0201
(202) 225-5765 phone
(202) 225-0425 fax

"The AACA Convention & Trade Show, March 3-6, includes a more indepth discussion on this topic. I strongly recommended that you attend the program, determine to what extent the rule affects your operations, and take immediate action to protect your business". Kim Daniels Ross, Executive Director, AACA

For more information contact: AACA
1117 E. 35th Suite 102
Anchorage, AK 99508
(907) 277-0071
(907) 277-0072 fax

S B

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FISCAL NOTE

N 3

STATE OF ALASKA
1996 LEGISLATIVE SESSION

BILL Bill Version: CSSB 86(FIN)
(S) Publish Date: 3-14-96

Revision Date: 3/13/96 Dept. Affected: Public Safety
Title: An Act relating to the issuance of special BRU: Motor Vehicles
license plates depicting gold rush era.... Component: Field Services
Sponsor: Senator Sharp
Requestor: S. FIN. COMPONENT SERIAL NO. 0502

EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)

OPERATING	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL	10.0	34.4	34.4	34.4	34.4	34.4
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	10.0	34.4	34.4	34.4	34.4	34.4

CAPITAL EXPENDITURES	-0-	-0-	-0-	-0-	-0-	-0-
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CHANGE IN REVENUES (1005)) Revenue Code						
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FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	10.0	34.4	34.4	34.4	34.4	34.4
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL						

Estimate of current year (FY 96) impact: \$ _____

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

SEE ATTACHED

Prepared By: Charles R. Hosack Phone: 269-5559
Division: Motor Vehicles Date: 3/13/96
Approved by Commissioner: *Ronald L. Otte* Date: 3/13/96
Agency: Ronald L. Otte, Dept. of Public Safety

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This analysis assumes the new Gold Rush plates will be phased in rather than having a general replacement of all existing plates. The new plates would then be issued to new vehicles being registered for the first time, vehicles from other states being registered in Alaska, and vehicles whose current plates must be replaced due to loss or damage.

The license plate contract must be rebid or renegotiated to include the new design. It is anticipated that the costs of plates will increase due to normal inflation that has occurred since the last contract date and for the added complexity of the new graphic design. There will be additional design costs associated with a new plate design. This will compensate the manufacturer for the work in assisting the state with design and special manufacture of samples for approval and for the initial set up costs to produce the reflective sheeting for the plates.

Plates are normally ordered in July for the following calendar year. The contract specifies a five month lead time for delivery so that the vendor may purchase the exact amount of materials needed. There is not sufficient time to rebid the contract and order plates before July 96 when the next order must be placed. The design work for the new plate will be completed in FY 97 before the contract for plates is bid since the use of colors in the design will be a factor in the cost for the vendors. The actual order for the new plates will be placed in July 1997 in place of the normal plate order in order to arrive in time for issue by January 1998 to coincide with the start of the gold rush centennial period.

Summary of Expenses

FY 97

Design and Set-up costs for new sheeting (one time cost)	10.0
--	------

FY 98

10% plate vendor price increase	34.4
---------------------------------	------

282

Alaska State Legislature

SENATOR
BERT SHARP

DISTRICT P

CHAIRMAN
SENATE STATE AFFAIRS COMMITTEE

MEMBER
FINANCE COMMITTEE
RULES COMMITTEE



Senate

FAIRBANKS

DENALI BANK BUILDING
119 N. CUSHMAN, SUITE 201
FAIRBANKS, ALASKA 99701
(907) 452-7885/7886

SESSION ADDRESS

STATE CAPITOL, ROOM 514
JUNEAU, ALASKA 99801-1182
(907) 465-3004/4921

SPONSOR STATEMENT SB - 86 "COMMEMORATIVE GOLD RUSH LICENSE PLATES"

The purpose of Senate Bill 86 is to commemorate the period between 1994 and 2004 as the Alaska Gold Rush Centennial Decade with the issuance of a new motor vehicle license plate. The Commissioner of Public Safety will design the license plate in consultation with the Alaska Gold Rush Centennial Task Force and license plate manufacture.

This legislation was requested by the Alaska Gold Rush Centennial Task Force which has over 125 members in 25 Alaskan communities and Canada. The Gold Rush Task Force was established to coordinate statewide celebrations of the 100th anniversaries in order to promote the understanding of the importance of the gold rush era in Alaska's history and to enhance tourism opportunities.

As you can see from the letters of support, organizations and individuals statewide are involved in the Gold Rush Task Forces' celebrations efforts and support SB 86 in the current form.

SB 86 Should be familiar to many legislators, the 18th Alaska Legislature passed SB 407 changing our standard plate to Gold Rush license plates but Governor Hickel vetoed the bill because it removed the 2 plate requirement.

REPRESENTING
GOLDENHEART

SPONSOR STATEMENT

STATE OF ALASKA
THE LEGISLATURE

1994

Source
SCR 13

Legislative
Resolve No.
37



Relating to the Gold Rush Centennial Decade.

BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

WHEREAS the discoveries of gold in Alaska and the Yukon in the late 1890s set off the last great American gold rush, luring thousands of men and women north, some to escape economic depression, others to seek adventure; and

WHEREAS prospectors searched throughout Alaska, including the Southeast panhandle, the Kenai Peninsula, the Seward Peninsula, and the vast Interior, discovering gold and other precious metals and establishing new towns such as Circle, Nome, Juneau, Skagway, Fairbanks, Hoonah, Iditarod, and Valdez; and

WHEREAS along with the prospectors came people, both honest and crooked, to provide services to the miners and, in the process, to stimulate the development of communications, local governments, and establishment of transportation routes like the Chilkoot, Iditarod, Valdez, Kantishna, Boomfield, Dalton, and Circle City trails; and

WHEREAS, while the participants were predominantly white males, there were also women, Asians, and African-Americans who were part of the Gold Rush story; and

WHEREAS Alaska Natives participated in the Gold Rush and the changes the Gold

Rush brought to the territory dramatically changed their way of life, impacting land rights, hunting grounds, and trade and travel routes; and

WHEREAS the gold mining industry has become an integral part of Alaska's economy, with over 200 producing gold mines, employing hundreds of persons, and producing over 260,000 ounces of gold in 1992 worth more than \$88,000,000; and

WHEREAS the Governor and Lieutenant Governor formed the Alaska Gold Rush Centennial Task Force in 1993, consisting of 124 members from 25 Alaska communities, Washington, and the Yukon Territory, representing federal, state, and municipal governments, tourism organizations, historical groups, museums, libraries, the news media, private businesses, educational institutions, and Native organizations; and

WHEREAS the mission of the task force is to coordinate statewide celebration of the 100th anniversary in order to promote the understanding of the importance of the Gold Rush Era in Alaska's history and to enhance tourism opportunities; and

WHEREAS the task force supports education, research, documentation, and preservation of historical resources from the Gold Rush Era;

BE IT RESOLVED that the Alaska State Legislature designates the years 1994 through 2004 as the Gold Rush Centennial Decade; and be it

FURTHER RESOLVED that the Alaska State Legislature recognizes the Alaska Gold Rush Centennial Task Force as coordinator and promoter of statewide centennial activities; and be it

FURTHER RESOLVED that the Alaska State Legislature urges schools, public and private organizations, and the people of the state to coordinate statewide celebrations of the 100th anniversary in order to promote an understanding of the importance of the Gold Rush Era in Alaska's history and to enhance tourism opportunities.

TONY KNOWLES, GOVERNOR

DEPARTMENT OF COMMERCE AND
ECONOMIC DEVELOPMENT

DIVISION OF TOURISM

P.O. BOX 110801
JUNEAU, ALASKA 99811-0801
PHONE: (907) 465-2012

March 14, 1996

Senator Sharp
Alaska State Senate
State Capitol
Juneau, Alaska 99801-1182

Dear Senator Sharp:

The Division of Tourism, on behalf of the Knowles Administration and the statewide grass roots membership of the Alaska Gold Rush Centennial Task Force, applauds your sponsorship of the CS for Senate Bill 86, relating to the issuance of a gold rush centennial license plate. In 1994, the Alaska State Legislature issued a resolution dedicating the gold rush centennial decade and urging widespread participation in commemorations. Since then, Task Force members have met by teleconference and in small groups, taking a new look at Alaska during the turn of the century. They have created events and activities to commemorate this important historic period along with some very exciting educational and promotional material.

The Governor's Marketing Alaska initiative encourages gold rush centennial efforts as promotional opportunities that can successfully leverage partnerships with a variety of groups. The license plate is a personal opportunity for all Alaskans to join the partnership. And, it is a wonderful way to honor the statewide significance of our gold rush history as both a magnet for visitors and a source of pride for Alaskans.

I urge your colleagues to join you in supporting CS for SB 86.

Sincerely



Tom Garrett
Director

CC: Senator Drue Pearce
Senator Jim Duncan
Pat Pourchot

Alaska Branch Sales Center/3M

11151 Calaska Circle
Anchorage, Alaska 99516
907/522 5200



March 13, 1996

Senator Bert M. Sharp
Alaska State Senate
State Capitol
Juneau, Alaska

Re: Senate Bill No. 86

Dear Senator Sharp:

Concerning the design of a new graphic license plate for the state of Alaska, 3M would be willing to make the services of a graphic design artist available. This individual is experienced in the design of license plates in other U.S. jurisdictions.

Yours truly,

A handwritten signature in cursive script, appearing to read 'Lyle W. Bowyer', is written over the typed name.

Lyle W. Bowyer
Manager
3M Alaska

ALASKA GOLD RUSH CENTENNIAL TASK FORCE

Alaska Division of Tourism
P.O. Box 110001
Juneau, Alaska 99811-0001
(907) 465-2012 • Fax (907) 465-2287

Alaska Office of History and Archaeology
P.O. Box 107001
Anchorage, Alaska 99510-7001
(907) 752-2822 • Fax (907) 752-2828

October 14, 1993

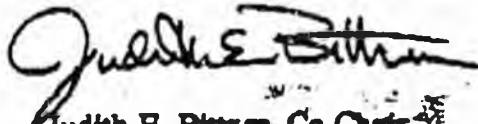
Mr. Jay Dulany, Director
Division of Motor Vehicles
5700 E. Tudor Rd.
Anchorage, AK 99507

Dear Mr. Dulany:

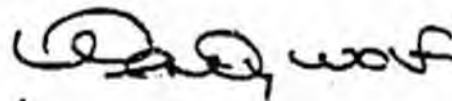
We, the undersigned, are the Executive Committee of the Alaska Gold Rush Centennial Task Force. The Task Force is a grass-roots, statewide organization established to create a permanent historic, economic, and educational gold rush legacy for the citizens of Alaska. We understand that the Division of Motor Vehicles is thinking of changing the state's license plate design. We request that it be a design to commemorate the gold rush era.

Americans discovered gold in Alaska as early as the 1870s. In 1896, prospectors found gold in the Yukon. A series of discoveries in Alaska followed: at Nome in 1898, Fairbanks in 1902, Iditarod in 1906, and Livengood in 1914. Thousands of people participated in these gold rushes. Transportation routes, civil government, and communication systems were advanced because of the influx of people into Alaska. We urge you to observe the centennials of these historical events by creating a new license plate design with a gold rush theme.

Sincerely,



Judith E. Bittner, Co-Chair
Office of History and Archaeology
Department of Natural Resources



Wendy Wolf, Co-Chair
Division of Tourism
Department of Commerce and
Economic Development

Other executive committee members:

Bob Miller
Camden Toohy
Tammy Larson
Kristi Kantola
Sandra Anderson



March 8, 1996

Senator Sharp
Senate Finance Committee
State Capitol Building
Juneau, Alaska 99801-1182

RE: Senate Bill No. 86(TRA)

Dear Senator Sharp:

I was quite enthused to hear that the Senate is considering a commemorative gold rush license plate. It is a tremendous opportunity for the state to demonstrate its excitement and endorsement of the coming centennial celebration. Similar to the Alaska Highway license plates, the gold rush plate will be something the residents will have for many years to come, reminding them and visitors alike of the 100 year celebration.

As the centennial draws near, we look forward to the many occasions to participate in the festivities. Thank you for the opportunity to comment on this Bill.

Sincerely,

Jan Marie Tronrud
President

cc; Senator Fred Zharoff
Representative Jerry Mackie



Alaska Historical Society



P.O. BOX 100299
ANCHORAGE, ALASKA 99510-0299
PHONE (907) 563-3711

March 13, 1996

Bert Sharp
Alaska State Senate
State Capitol, Room 514
Juneau, Alaska 99801-1182

Dear Senator Sharp:

On behalf of the over five hundred members of the Alaska Historical Society, thank you for sponsoring Senate Bill 86 to change Alaska's license plate to one commemorating the state's gold rush history. The society wholeheartedly supports the bill.

License plates are an educational tool. They call attention to symbols and significant events in a state. I know that many young people notice them and start to learn geography and history from license plates.

It is appropriate for Alaska to remember one of the pivotal events in its past. The gold discoveries and rushes impacted everyone. Prospectors sought gold in every corner of Alaska, and found it many places—Juneau, Circle, Fairbanks, Nome, Iditarod and Kenai to mention only a few. It brought people, jobs, and international attention to Alaska at the turn of the century, and mining continues today. As a result of gold discoveries, Americans resolved many of its boundary issues with Canada, built Alaska's first roads, and convinced the U.S. Government to organize Alaska as a Territory to put it on the path to becoming a state.

Thank you for your interest in commemorating Alaska's history. Please keep me advised of the status of the legislation. If I can provide additional information, please let me know.

Sincerely,

A handwritten signature in cursive script that reads "Sandra Faulkner".

Sandra Faulkner
President

1982 Waldron Dr.
Anchorage, AK 99507
March 13, 1996

Sen. Bert Sharp
Alaska State Legislature
Juneau, AK 99811
Attn: Cam Toohay

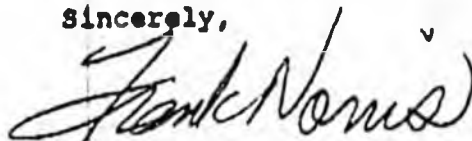
Dear Senator Sharp;

I fully support the idea of a historical license plate that can commemorate the gold rush centennial period. History, during this period, can be an effective way to educate our residents and visitors, and it can also be an effective way to generate economic opportunities for our state.

For all these reasons, I strongly support the passage of the committee substitute for SB 86.

Thank you, in advance, for your efforts regarding this bill.

Sincerely,

A handwritten signature in cursive script that reads "Frank Norris". The signature is written in dark ink and is positioned above the printed name.

Frank Norris



3/11/96

Senator Bert Sharp
Alaska State Senate
State Capitol
Juneau, Alaska 99801-1182

Dear Senator Sharp:

On behalf of the Alaska Association for Historic Preservation, I want to express our support for SB 86 relating to Gold Rush motor vehicle license plates.

The license plates are an excellent way to highlight this dramatic chapter in Alaska's history.

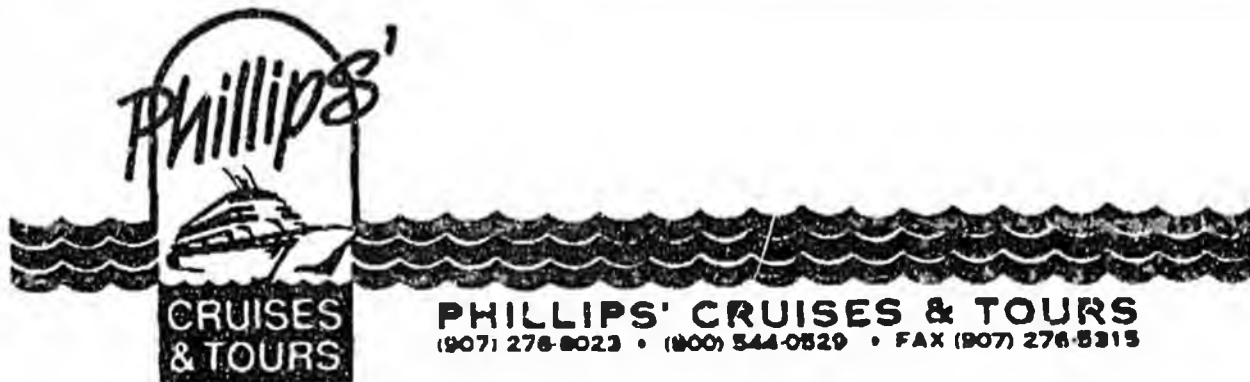
We think the Gold Rush plates will have a series of benefits for the state. Tourism will be enhanced; Alaskans will be better acquainted with their state's history; and the plates will eventually become valued collectors' items.

Thank you for your good work on behalf of Alaskans.

Sincerely,

A handwritten signature in cursive script that reads "Janet McCabe".

Janet McCabe
Legislative Committee
Alaska Association for Historic Preservation



March 11, 1996

Senator Bert Sharp
Juneau, Alaska

Fax: 907-465-2070

I strongly support the replacement of our current blue and yellow license plates with an appropriate plate that will publicize the Gold Rush Anniversary. I assume the new plates will be valid over the same time period as our current plates instead of getting involved with the fiasco we had on the 50th Highway Anniversary plates which were valid only on a calendar year basis. In order to maximize their publicity value I believe it should be a double plate issue.

Thank you in advance for your support in his matter.

Sincerely,

Brad Phillips
President

Senator Bert Sharp
Alaska State Senate

Attn: Cam Toohay, 907-465-2070 (fax)

Dear Senator Sharp:

I am writing in favor of Senate Bill 86 - to make Alaska's license plate a commemorative gold rush plate. It's certainly a timely measure, we need a new design, it's a non-controversial theme, and we promise to not ask again for this one for another one hundred years.

Sincerely,

M. Diane Brenner

M. Diane Brenner
121 West Seventh Avenue
Anchorage, Alaska 99501



HOPE & SUNRISE HISTORICAL SOCIETY
BOX 1838 HOPE, ALASKA 99808

3/11/96

Senator Bert Sharp
Alaska State Senate
State Capitol
Juneau, Ak. 99801-1182

Dear Senator Sharp:

The Hope and Sunrise Historical Society strongly supports SB 86, establishing a Gold Rush theme for vehicle license plates.

We think Gold Rush plates would be an excellent way to commemorate an important chapter in the history of many Alaskan communities.

On the Kenai Peninsula "Hope City", was founded in 1896 by miners in the Resurrection Valley. 1996 is the centennial of the naming of our community, and we would hope that the new license plates can be available this year.

The Gold Rush plates would benefit tourism, and also encourage Alaska residents to take pride in the history of their state and their community.

Thank you for introducing and supporting this bill.

Sincerely,

Ann Miller

Ann Miller
Secretary,
Hope and Sunrise Historical Society

FAX

Date 03/09/96

Number of pages including cover sheet 1

To:

Senator Bert Sharp

From:

Phone

Fax Phone (1-907)465-2070

Phone

Fax Phone

REMARKS:

4310 Seeley Court
Anchorage, AK 99502-1957

I urge you to support S.B. 86, which designates the Alaska license plate to a 10-year designation to honor and commemorate the Alaska Gold Rush decade (1994-2004). Alaskans have long suffered from a boring, monotonous license plate which has remained unchanged for years. At my first arrival in Fairbanks in 1985, the colors and design were new and different, but it's now been over ten years with the same, tired theme. I am excited about the prospect of honoring the prospectors who mined in Fairbanks, Ruby, Iditarod, Juneau, Nome, and elsewhere. The new license plate would recognize our gold rush heritage, enhance Alaska's rugged individualism with "Outsiders," and serve to promote tourism with the thousands of visitors who are expected to come to Alaska, Washington, and the Yukon to visit historic sites during this time. Furthermore, the Alaska Gold Rush plate would be a revenue-producer for the State of Alaska. The plate would serve to educate Alaskans of all ages who may not be very familiar with Alaska's rich heritage.

Thank you for your support.

Sincerely,
R. Bruce Parham



IN REPLY REFER TO

United States Department of the Interior

NATIONAL PARK SERVICE
Klondike Gold Rush National Historic Park
P. O. Box 517
Skagway, Alaska 99840

March 8, 1996

Sen. Bert Sharp
Senate Finance Committee
State Capitol Building
Juneau, Alaska 99801-1182

Dear Sen. Sharp,

I am writing in support of Senate Bill 86 that would authorize newly designed motor vehicle license plates to recognize the significant role played by gold rushes in the history of Alaska. As manager of Klondike Gold Rush National Historical Park I am reminded every day of the contributions and sacrifices made by the stampeders in their quest for gold.

In 1994 the Alaska Legislature designated the decade to 2004 as the Decade of Gold Rushes in Alaska. The issuance of license plates carrying the gold rush theme will give identity to the centennial of a series of significant events that shaped the heritage of our state.

The present license plates have not been redesigned for a number of years. It is time for a change and this would be a positive way to promote Alaska's next "boom" in a way that is paid for through an existing fee structure that does not place a financial burden on the people of Alaska.

Sincerely

Clay Alderson
Clay Alderson, Supt.

OPTIONAL FORM NO 10-88

FAX TRANSMITTAL

Page 1 of 1

To: <i>Sen. Sharp</i>	From: <i>Alderson</i>
Dist. Agency	<i>(907) 983-2921</i>
Fax #	Fax #

NATIONAL PARK SERVICE ADMINISTRATION



March 11, 1996

Senator Bert Sharp
Senate Finance Committee
State Capitol Building
Juneau, Alaska 99801-1182

Dear Senator Sharp:

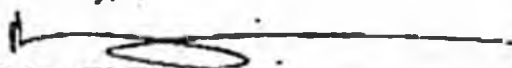
I am writing on behalf of the Skagway Convention and Visitors Bureau in support of Senate Bill 86 that would authorize an Alaska Gold Rush Centennial license plate. As you know, the decade of gold discoveries throughout the north were the springboard for additional settlement and development of Alaska after the turn of the century. The celebration of these centennials across the State will generate a new gold rush of visitation, as well as a greater understanding of our gold rush roots.

A newly designed license plate commemorating these events will lend certification and credibility to the State, communities, groups and individuals who are endeavoring to make the most of this centennial decade.

Finally, this new plate can be paid for through an existing fee structure, while providing a fresh new look to Alaskan motor vehicle license plates that have been unchanged for years.

I thank you and the finance committee for considering this legislation.

Sincerely,


Robert W. Ward Jr.,
Executive Director

cc: Representative Mackie
Senator Zharoff

SKAGWAY CONVENTION
AND VISITORS BUREAU
P. O. BOX 415
SKAGWAY, ALASKA 99840
(907) 983-2854
FAX (907) 983-2151

Cam
Toskey
465-2070

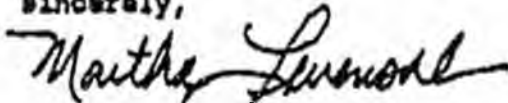
March 13, 1988

Sen. Bert Sharp
State Capitol, Room 514
Juneau, AK 99801-1187

Dear Senator Sharp:

This letter is in support of SB 86 to change Alaska's official license plate to one commemorating our Gold Rush heritage. The gold rush period of Alaska's history was a pivotal time in our state's development. Much of what is Alaska today is because of that time period of our history. Given the present gold rush centennial era, it is fitting that the state recognize our history with a new license plate design.

Sincerely,



Martha Lynamaker
1921 Sunrise Dr.
Anchorage, AK 99508



8 March, 1996

Senator Bert Sharp
State Senate
State Capitol
Juneau, AK 99801-1182

Dear Senator Sharp:

I am writing in support of Senate Bill 86. I think it's a terrific idea to allow Alaskans to choose license plates which celebrate our state's Gold Rush Centennial!

Sincerely,


Julie L. Johnson
Executive Director

CITY OF SKAGWAY

GATEWAY TO THE GOLD RUSH OF '98"
P. O. BOX 415 SKAGWAY ALASKA 99840
PHONE: 907-983-2297
FAX: 907-983-2151

March 11, 1996

The Honorable Bert Sharp
Capitol Room 514
Alaska State Legislature
Juneau, Alaska 99801-1182

Re: CSSB 86


Dear Senator Sharp,

The City of Skagway is most pleased to see your sponsorship of SB 86 authorizing a new motor vehicle license plate design in commemoration of the period between 1994 and 2004 as the decade of the Alaska Gold Rush Centennial. We encourage and support the passage of this and any reasonable legislation that recognizes the significant role of the great Gold Rush to the state of Alaska.

With the tremendous visitor increase and its positive economic impact soon to come, we all have responsibility in various ways to appropriately promote our very special historical heritage. It is a matter of pride to the people of this state, and Skagway in particular, as well as a way to share with visitors the importance of all the gold rushes in Alaska. To this end, SB 86 is an excellent piece of legislation we fully endorse and would hope to have an immediate or soonest effective date once passed.

Please enter our full support into all pertinent committee records, and thank you for the opportunity to address SB 86.

Sincerely,



Sioux Plummer
Mayor

STOPPED

Box 715
Nome, Alaska 99762
March 11, 1996

Dear Senators and House Members:

We are writing regarding SB 86 "Commemorative gold rush motor vehicle license plate".

We support changing our current license plate to a commemorative gold rush motor vehicle license plate that will help establish the celebration of our state's gold rush heritage. We believe that a new gold rush plate will help promote the gold rush theme and statewide celebrations.

Please support the statewide gold rush celebration and change our license plate to reflect that support.

Some of you will recall the plate issued in the 1960's which was the totem pole in commemoration of the centennial, the grizzly bear issued in more recent years. Let's make our plate the best looking and most attractive of the 50 states.

Sincerely,

Two Old Nomeites,


Cussy Reader Reardon


Linda E. Doyle Conley



SKAGWAY CENTENNIAL COMMITTEE

City of Skagway, P.O. Box 415
Skagway, Alaska 99840-0415

March 9, 1996

Rep. Jerry Mackie
State Capitol
FAX: 465-3517

Dear Rep. Mackie

On behalf of the Skagway Centennial Committee, I have been asked to request your support for the gold rush license plate bill that is now before the Legislature:

SB 86, introduced by Sen. Sharp, which will allow the state to issue special request commemorative gold rush license plates.

Our committee and the Alaska Gold Rush Centennial Task Force support having *all* state license plates changed for the centennial years. This would greater enhance the state's marketing of the centennial. SB 86 is an acceptable compromise, but we are hoping you can generate support in the Legislature for an amended version that changes all plates during the Gold Rush Centennial Decade that is already here.

Thank you for your timely attention to this bill, which is beginning to gain momentum in committee. If you have any questions about our positions, please contact me at 983-2354.

Sincerely,



Jeff Brady
secretary

1026 Barrow St.
Anchorage, Alaska 99501-3647
March 14, 1996

Senator Bert Sharp
Alaska State Senate
Capitol Building
Juneau, AK 99801

Dear Senator Sharp:

Thank you for introducing Senate Bill 86. I think Alaskans should know about the gold rushes and license plates are a good educational and marketing tool. My son learned a lot of history and geography from license plates--North Carolina is first in flight, Minnesota has 10,000 lakes, Pennsylvania is the Keystone State, Nevada is the silver state, and Idaho has famous potatoes.

The gold rushes around Alaska at the turn-of-the-century changed Alaska forever. People need to know this. Please add my name to your list of supporters of Senate Bill 86.

Sincerely,

Joan M. Antonson

Joan M. Antonson

SB

241

Alaska State Legislature

Committee Chair
Community & Regional Affairs

Committee Vice-Chair
Labor & Commerce

Committee Membership
Legislative Council



District Address:
145 Main St. Loop; Suite 226
Kenai, AK 99611
(907) 283-2690; fax 283-9267

Session Address:
State Capitol, Room 427
Juneau, AK 99801-1182
(907) 465-2828; fax 465-4779

Senator John Torgerson

SPONSOR STATEMENT

S.B. 241 -Studded Tires on Sterling Highway

This legislation corrects an existing discrepancy on the Kenai Peninsula. Specifically, the current statute sets times for allowing studded tires along Alaska's paved highways into two areas; one area is north of 60 North Latitude and the other area is south of 60 North Latitude.

While this division is very clear and simple for the majority of the paved roads within the State, it unfortunately separates the Sterling Highway, a much traveled road in South Central Alaska.

Currently, studded tires are prohibited from May 1 through September 15 from about Ninilchik north to Anchorage. From Ninilchik south to Homer, however, studded tires are prohibited from April 15 through September 30.

Clearly, the driver living in Ninilchik or traveling through Ninilchik faces a problem of when to put studded tires on their vehicle and which direction they can then legally travel after they have put on the studded tires.

While the law enforcement community has been graciously gentle in enforcing this delineation, it reflects poorly on the State of Alaska. The issue was brought to my attention this fall when a news item on a local radio station made fun of the division.

This legislation very simply places the entire Sterling Highway in one area - by prohibiting studded tires from May 1 through September 15.

(JT:maj;SB 241: 1/30/96)

Representing the Communities of: * Lowell Point * Seward * Bear Creek * Crown Point * Moose Pass * Hope * Cooper Landing * Sterling * Soldotna * Kaslof * Clam Gulch * Ninilchik * Happy Valley * Starlsky * Nikolaevsk * Anchor Point * Homer * Kachemak City * Fritz Creek * Kachemak Selo *

SPONSOR STATEMENT

Alaska State Legislature

Committee Chair
Community & Regional Affairs

Committee Vice-Chair
Labor & Commerce

Committee Membership
Legislative Council



District Address:
145 Main St. Loop; Suite 226
Kenai, AK 99611
(907) 283-2690; fax 283-9267

Session Address:
State Capitol, Room 427
Juneau, AK 99801-1182
(907) 465-2828; fax 465-4779

Senator John Torgerson

SECTIONAL ANALYSIS

SB 241 - STUDED TIRES ON STERLING HIGHWAY

SECTION 1. Amends current statute 28.35.155(a) by exempting the Sterling Highway from the latitude division line for motor vehicle operation with studded tires or tires which chains.

(JT:maj:SB 241: 1/30/96)

Representing the Communities of: * Lowell Point * Seward * Bear Creek * Crown Point * Moose Pass * Hope * Cooper Landing * Sterling * Soldotna * Kaslof * Clam Gulch * Ninilchik * Hap * Chy * Fritz Creek * Kachemak Selo *

SECTIONAL ANALYSIS



STATE OF ALASKA
 DEPARTMENT OF COMMUNITY AND REGIONAL DEVELOPMENT
COMMUNITY/BOROUGH

FISCAL NOTE

STATE OF ALASKA
1996 LEGISLATIVE SESSION

BILL NO. SB 241

Revision Date: 2/15/96 Dept. Affected: DOT&PF
 Title: An Act relating to the use of studded tires on the BRU: Central Region
 Sterling Highway _____ Component: Design and Construction
 Sponsor: Torgerson
 Requester: Transportation COMPONENT SERIAL NO. 561

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
-------------------------------	------------	------------	------------	------------	------------	------------

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY96) cost: \$ 0.0

POSITIONS

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

Additional costs associated with incorporating the use of studded tires on the Sterling Highway will be in the form of a capital project occurring earlier than originally scheduled. Presently, the area has mixed enforcement. This will help improve enforcement by providing a consistent period that studded tires are banned. In general, studded tire damage is increasing every year. To quantify that cost is difficult and actual increased damage over the present rate of wear will not be significant.

Prepared by: Sam Kito III Phone: 465-3900
 Special Assistant
 Division: Office of the Commissioner Date: _____
 Approved by: *Joseph L. Puhina* Date: 2/20/96
 Commissioner
 Agency: Department of Transportation and Public Facilities

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FISCAL NOTE

STATE OF ALASKA
1996 LEGISLATIVE SESSION

BILL NO: SB 241

Revision Date: _____
Title: Studded tires on the Sterling Hwy
Sponsor: Senator Torgerson
Requestor: Senate Transportation

Dept. Affected: Public Safety
BRU: Alaska State Troopers
Component: Detachments
COMPONENT SERIAL NO. 0799

EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)

OPERATING	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
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CHANGE IN REVENUES () Revenue Code	-0-	-0-	-0-	-0-	-0-	-0-
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FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program						
1006 GF/MHTIA						
Other						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

Estimate of current year (FY 95) impact: \$ _____

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary.)

This bill will not have a fiscal impact on the Division of Alaska State Troopers.

Prepared By: Li. Dan Lowden Phone: 465-5505
Division: Alaska State Troopers Date: February 12, 1996

Approved by Commissioner: *Ronald L. Otte* Date: 2/12/96
Agency: Ronald L. Otte, Department of Public Safety

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District Address:
145 Main St. Loop; Suite 226
Kenai, AK 99611
(907) 283-2690; fax 283-9267

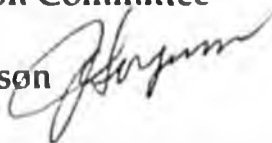
Session Address:
State Capitol, Room 427
Juneau, AK 99801-1182
(907) 465-2828; fax 465-4779

Senator John Torgerson

MEMORANDUM

DATE: March 19, 1996

TO: Rep. Gary Davis, Chair
House Transportation Committee

FROM: Senator John Torgerson 

RE: Senate Bill 241 - Studded Tires on the Sterling Highway

I respectfully request that you schedule, at your earliest convenience, the referenced bill before the committee.

While this is not an earth-shattering matter, it is one which will affect the residents of House District 7, again, around April 15 of this year. I am hopeful that this bill will resolve the current timing difficulty explained in the Sponsor Statement.

For your information, there was one committee referral in the Senate - Transportation. The Department initially provided a fiscal note which showed a budgetary impact, and so the bill was automatically referred to the Senate Finance Committee. Prior to being heard in Senate Finance, the Department issued a new fiscal note which showed a zero budgetary impact.

Thank you for your time and attention.

(JT:raj, SB 241: 3/19/96)

HOUSE COMMITTEE REPORT

(7)

Date Referred to Committee: March 19, 1996

FURTHER REFERRALS:

Date of Committee Action: 3/27/96

The TRANSPORTATION Committee considered:

SB 241

SENATE BILL NO. 241

STUDED TIRES ON STERLING HIGHWAY

"An Act relating to the use of studded tires on the Sterling Highway."

recommends it be replaced with the following committee substitute _____ [] the same title
 [] a new title

[] additional referral to _____ Committee
 [] attached amendment(s)

ADOPTS: _____ Letter of Intent

ATTACHES NEW FISCAL NOTE(s): (Dept)

APPROVES PREVIOUS: (Dept/Date)

[] fiscal note(s) _____

[X] fiscal note(s) DOT/PE, 3/8/96

[] zero fiscal note(s) _____

[] zero fiscal note(s) _____

Pub. Safety 2/14/96

SIGNING WITH RECOMMENDATIONS	DP	DNP	NR	AM
<u>Beverly Marek</u>	✓			
<u>[Signature]</u>	X			
<u>[Signature]</u>			X	
<u>[Signature]</u>	✓			
<u>[Signature]</u>	✓			
<u>[Signature]</u>			X	

CHAIR'S SIGNATURE

[Signature]

SB

274

HOUSE COMMITTEE REPORT

(7)

Date Referred to Committee: March 18, 1996

FURTHER REFERRALS:

Finance

Date of Committee Action: 4/3/96

The TRANSPORTATION Committee considered:

CSSB 274(TRA) am

CS FOR SENATE BILL NO. 274(TRA) am

NOISE AT AIRPORTS & SPORT SHOOTING RANGES

"An Act relating to the noise levels of airports and sport shooting facilities."

recommends it be replaced with the following committee substitute HCS CSSB 274(TRA) the same title a new title

additional referral to _____ Committee
 attached amendment(s)

ADOPTS: _____ Letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept) _____ APPROVES PREVIOUS: (Dept/Date) _____
 fiscal note(s) _____ fiscal note(s) _____

zero fiscal note(s) _____ zero fiscal note(s) DOT, Law

SIGNING WITH RECOMMENDATIONS	DP	DNP	NR	AM
<i>W.F. William</i>			X	
<i>Jan Sanders</i>			✓	
<i>Good Bruce</i>			✓	
<i>Edmetta James</i>	✓			
<i>Foley L. Davis</i>	✓			

CHAIR'S SIGNATURE *Foley L. Davis*



Official Business

Alaska State Legislature

Senate

Office of The Majority Leader

Rick Halford
State Capitol
Juneau, Alaska 99801-1182
Phone (907) 465-4958

P.O. Box 670190
Chugiak, Alaska 99567
Phone (907) 654-4153

Sponsor Statement

Noise at Airports and Sport Shooting Ranges

Airports and sport shooting ranges offer a public service and recreational opportunities. They are increasingly under attack in the lower forty-eight states. Since populations are tending to shift from urban to rural areas, new groups of citizens are moving into areas with existing airports and ranges. This encroachment has resulted in hundreds of lawsuits and complaints against airport and range owners and operators due to the noise level.

Senate Bill 274 was introduced to provide private airports and sport shooting ranges protection from lawsuits if the action arises out of the noise level from normal operation or its uses; provided the facility was established before the person acquired the property or prior to any noise control ordinance or law.

Without the passage of SB 274 private airports and sport shooting ranges within Alaska will remain vulnerable to legal sanctions jeopardizing the opportunities they provide through their ongoing and traditional uses.

This piece of legislation is endorsed by the National Rifle Association, Alaska Air Carriers Association, the Alaska Outdoor Council and the Alaska Airmen's Association.

Thank you for your consideration.



NATIONAL RIFLE ASSOCIATION OF AMERICA
INSTITUTE FOR LEGISLATIVE ACTION
555 CAPITOL MALL, SUITE 455
SACRAMENTO, CA 95814
(916) 446-2455

February 26, 1996

Senator Rick Halford
Alaska State Legislature
State Capitol (MS 3100)
Juneau, AK 99801-1182

Dear Senator Halford,

On behalf of the over 25,000 Alaska members of the National Rifle Association, let me take this opportunity to thank you for introducing Senate Bill 274 and to indicate strong support for the bill. Firearms shooting ranges are under attack across the United States and it is important to head this off, particularly in a state like Alaska which has such a strong firearms and shooting heritage.

Firearms shooting ranges have established a long tradition of service to a wide variety of citizen groups in local communities. However, population shifts from urban to suburban or rural areas have moved new groups of citizens in closer proximity to existing ranges. In recent years, this encroachment on previously existing ranges has resulted in hundreds of lawsuits and complaints filed by newcomers against range owners and operators or the passage of local ordinances aimed at closing ranges because of noise.

It is critical that the state of Alaska adopt SB 274 to ensure that ranges remain open for operation so as to provide safe places for the use of firearms. Range owners and operators must be protected from civil court action, criminal prosecution, or other local restrictions. SB 274 would only protect existing ranges and existing activity levels. This legislation would not tie the hands of local government to regulate the location of future ranges nor limit local government from regulating unsafe ranges.

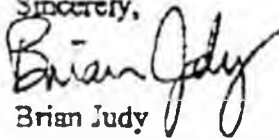
Firearm shooting ranges have longstanding records of safely providing important public services and recreational or training opportunities and often serve as training facilities for local law enforcement officials and military personnel. In addition to serving as locations to hold both informal practice sessions and organized competitions for those engages in recreational shooting, firearm ranges offer firearm and hunter education and safety courses, providing invaluable

hands-on instruction in the safe and proper handling and use of firearms.

Without the protection afforded by Senate Bill 274, shooting ranges which currently offer valuable public services and recreational opportunities while posing no hazard to nearby residents will continue to remain vulnerable to arbitrary legal or legislative sanctions. To date, eleven other states have passed range protection legislation similar to SB 274, including Maine, Oregon, Tennessee and Wyoming which passed their laws just last session.

Senate Bill 274 is an important piece of legislation which will provide real benefits to Alaska's law-abiding firearm users and to the public at large.

Sincerely,

A handwritten signature in cursive script that reads "Brian Judy". The signature is written in dark ink and is positioned above the printed name.

Brian Judy

Alaska State Liaison



U of A Aviation Complex
1515 East 13th Avenue Anchorage, Alaska 99501.
(907) 272-1251

2.26.96

by facsimile

Senator Rick Halford
State Capitol Building, Room 508
Juneau, AK 99801-1192

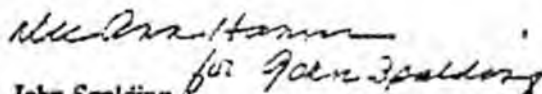
RE: SB274

Dear Senator Halford:

It is the position of the Alaska Airmen's Association to strongly support SB274 which is an act relating to the noise levels of airports and sport shooting facilities. In the definition of "airport facility" which currently reads "private area of land or water that is used or intended for use for the landing and take-off of aircraft" we would like to see you include heliports.

The Alaska Airmen's Association would like to thank you for the opportunity to review and submit our position on this bill.

Sincerely,


John Spalding *for John Spalding*
President



ALASKA OUTDOOR COUNCIL

4506 Robble Rd.
JUNEAU, AK. 99801
(907) 463-3830

Feb. 26. 1996

The Honorable Rick Halford
Alaska State Senate
Alaska State Capitol
Juneau, Ak. 99801

Dear Senator Halford:

The Alaska Outdoor Council and its member organizations support SB 274, and appreciate your efforts on the behalf of the citizens of Alaska to protect traditional activities important to them.

SB 274, "An Act relating to the noise levels of airports and sport shooting facilities" is an important step toward maintaining the opportunity to pursue traditional activities that are inherently important to many Alaskans. As more and more people move to our state, they bring with them preconceived notions about the scope of government and the services it should provide. Most long time Alaskans have found themselves constantly battling the encroachment of government into their daily lives at the bequest of those less informed on traditional Alaskan customs. The importance of air travel and use of firearms are very good examples of traditional Alaskan activities that SB 274 will help to protect.

Once again, the AOC would like to thank you Senator for your efforts supporting the traditions our members value. If there is something further we can do to assist you in this effort, please feel free to contact us.

Sincerely,

Eddie Grasser
Governmental Affairs

cc: Senator Green
Senator Sharp

FISCAL NOTE

STATE OF ALASKA
1996 LEGISLATIVE SESSION

BILL NO. CSSB 274 (TRA)am

Revision Date: <u>3/29/96</u>	Dept. Affected: <u>Department of Law</u>
Title: <u>"An Act relating to the noise levels of airports and sport shooting facilities."</u>	BRU: <u>Civil Division</u>
Sponsor: <u>Senator Halford</u>	Component: <u>General Legal Services</u>
Requester: <u>Senator Halford</u>	COMPONENT SERIAL NO. <u>2087</u>

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

FUND SOURCE	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY96) cost: \$ 0.0

POSITIONS

POSITIONS	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
FULL-TIME	0.0	0.0	0.0	0.0	0.0	0.0
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

The CS for SB 274 will have no fiscal impact on the Department of Law.

Prepared by: <u>Richard I. Peques, Director</u>	Phone: <u>465-3672</u>
Division: <u>Administrative Services Division</u>	Date: <u>3/23/96</u>
Approved by Commissioner: <u>Bruce M. Botelhc, Attorney General</u>	Date: <u>3/29/96</u>
Agency: <u>Department of Law</u>	

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FISCAL NOTE

STATE OF ALASKA
1996 LEGISLATIVE SESSION

BILL NO. CS SB #274 (TRA) am

Revision Date: 4/1/96 Dept. Affected: DOT&PF
 Title: "An Act relating to the noise levels of airports and BRU: Engineering and Operations
sport shooting facilities." Component: Engineering and Operations
 Sponsor: Senator Halford
 Requester: House Transportation COMPONENT SERIAL NO. #547

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY96) cost: \$ 0.0

POSITIONS

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

This proposed legislation does not affect the Department of Transportation and Public Facilities operations or budget. The Department does not operate any sport shooting ranges or private airports as defined in the proposed legislation.

Prepared by: Nate Johnson, Statewide Environmental Coordinator Phone: 465-6954
 Division: Engineering and Operations Date: 4/1/96
 Approved by: Joseph L. Perkins Date: 4/1/96
 Agency: Department of Transportation and Public Facilities

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